

SEVENOAKS DISTRICT COUNCIL: COMMUNITY INFRASTRUCTURE LEVY (CIL) SPENDING BOARD

BID FOR FUNDING PRO-FORMA (INFRASTRUCTURE ONLY)

Scheme name: Westerham Parking Project

Description of Scheme: Westerham's parking requirements are beyond current capacity. This scheme has been designed to provide an additional 75 parking spaces, across four of the worst affected areas around the parish, to help alleviate the congestion in these areas and keep traffic flowing.

<p>1 Is this scheme promoted by your organisation in partnership with another organisation(s)?</p>	Yes / No	(please delete as appropriate)	
	Organisation Name(s):	Crockham Hill War Memorial Playing Field Trust (CHWMPF Trust)	
	Responsible individual(s):	Alan Jpyett, Chairman of CHWMPF Trust	
	Signature(s) on behalf of other supporting organisations(s):	[REDACTED]	
Please provide details of the Agreements you have in place with your partners. Including the % of money guaranteed for the scheme from each organisation.		CHWMPF Trust have guaranteed \$5,000 towards the scheme – 2.7%	

	<p>Organisation Name(s):</p>	<p>Sevenoaks District Council / Kent County Council:</p> <p>The parking scheme was developed in consultation with John Strachan from Sevenoaks District Council Parking and the designs were created by Amey, who are Kent County Council' preferred supplier for highways issues. Amey have been involved throughout the development of the project and will be responsible for delivering the parking scheme.</p>
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<p>2 Is planning permission required for the scheme?</p>	<p>Yes / No (please delete as appropriate)</p>	
	<p>If yes, has it been applied for?</p>	<p>Yes, applied for and granted</p>
<p>If planning permission has been granted – please provide details and a reference number.</p>	<p>If no, please explain why?</p>	
	<p>Costells Meadow Car Park – reference 18/033332/FUL Maddan Road – reference 18/033333/FUL Hartley Road – reference 18/033335/FUL Crockham Hill Playing Field – reference 18/033334/FUL <i>Planning permissions listed above are attached for reference.</i></p>	
<p>Details of any other consent required (if appropriate (e.g. conservation, Listed Buildings, other Government bodies):</p>	<p>Consent required</p>	<p>None</p>
	<p>Date applied for / granted</p>	

Need for the Scheme

<p>3 List of projects or development that result in the need for this scheme:</p>	<p>15/03394 Land west of Rosclare Close, London Road, Westerham 16/02196 Field south east of junction with Farley Lane, Croft Road, Westerham 18/01037 Land west of Gladedale House, 30 High Street, Westerham 17/00290 Land to the south of 22, Westways, Westerham 16/00799 Site of Bloomfield Cottage, Hortons Way, Westerham</p>
<p>4 How is the scheme related to these developments (additional information, such as usage forecasts and existing and alternative capacity assessments, can be attached as an appendix):</p>	<p>The development to the west of Rosclare Close has resulted in increased housing density and caused additional vehicles to be parked in Madan Road, opposite the site, which has had a knock-on effect on Hartley Road. This scheme will help to keep traffic flowing freely by providing additional parking in areas where vehicles are currently parked on pavements and verges, on both sides of the road, obstructing traffic movement and emergency vehicles.</p> <p>Additional housing and an increased population has added to the ever-increasing demand for sporting and recreational facilities in the town. There is an urgent need to create a car park within the site of Crockham Hill Playing Field to accommodate the increasing numbers using the site, who currently park and obstruct the narrow rural lane adjacent to the site, or along the Main Road (B2026 to Edenbridge). This reduces visibility for oncoming traffic at a crossroads where speed of traffic is already a problem – there was a fatality at the site in June 2018.</p> <p>This scheme would provide additional parking at King George’s Field as part of an ongoing programme of improvement, and to accommodate the increasing number of sports users using the site – two additional junior</p>

	<p>football teams started in September 2019 and a cricket club is forming for the summer 2020.</p>
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Please provide an explanation of the 'public benefit' of the scheme proposed for residents in Sevenoaks District:

<p>5 Economic</p>	<p>Westerham is a tourist, visitor, event and shopping market town. Additional parking for local residents and sports users will alleviate the pressure on the Darent Car Park, particularly in the winter months when the overflow is closed and there are 25+ football teams playing their matches on adjacent King George's Field. This will maintain the present car parking capacity in the Darent Car Park for business users and visitors, encouraging increased footfall to the High Street, supporting retail outlets and the continued vibrancy of local business.</p>
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<p>6 Social</p>	<p>Increased and improved parking facilities for residents. Prevention of cars parking on the open amenity grassed spaces will stop the estate from looking unsightly with rutted/muddy greens and avoid the current neighbourhood parking disputes, undoubtedly improving living conditions on the estate. The additional parking provision at the two playing fields will benefit the whole community.</p>
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<p>7 Environmental</p>	<p>Improved visual amenity. The schemes in Madan and Hartley Roads are designed to maximise parking provision, whilst protecting and enhancing the remaining open amenity space for residents. The parking design at King George's Field includes a planting scheme to enhance the visual look of the car park in its green setting in the park, for the benefit of users and neighbouring residences. The car park design at Crockham Hill Playing Field maintains the open</p>
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	<p>aspect of this rural setting and includes the planting of native hedging to enhance the visual aspect of the provision.</p>
<p>8 Is the need for the scheme identified in any adopted strategy/plan? E.g. Neighbourhood Plan, Work programme of a Statutory Body, Infrastructure Plan. If so, which?</p>	<p>Westerham Town Council (WTC) 2016-2019 Strategy places this work in the priority category. Westerham Town Partnership (WTP) undertook a full parking impact survey within the town in which the report identified the serious need for additional parking (this resulted in WTC and WTP working with SDC to create an extension to the Darent Car Park) and noted the negative impact the success of the football club has had on the parking in the Darent Car Park – both documents are attached.</p> <p>The priorities identified in the Sevenoaks District Council Community Plan 2016 – 2019 also support this project. The Dynamic Economy section recognises that 'Parking is a key issue if town centres are to become more vibrant'. The Sustainable Economy section includes priorities:</p> <ul style="list-style-type: none"> • To work with local people to provide strong, active and sustainable communities and to make the best of community spaces and facilities. • Enable local people and Town and Parish Councils to participate in issues that affect them or their local area <p>The Healthy Environment section priorities include:</p> <ul style="list-style-type: none"> • To support improvements to leisure and sports facilities and improve access to open spaces <p>Sevenoaks District Council Playing Pitch Strategy states that King George's Field is 'currently considered to be at capacity for youth matches at peak times' and it is 'recommended that the ancillary ... be refurbished as it is vital for providing toilets and refreshments to players and spectators of the nearby pitches'.</p>

<p>9 How does the scheme identify with the Council's Infrastructure Delivery Plan (IDP) and its priorities?</p>	<p>Sevenoaks District Council Infrastructure Delivery states 'that in order to achieve sustainable communities...infrastructure requirements must': ensure that there is 'sufficient capacity to meet the needs of existing residents' and ensure that 'additional capacity can be provided to accommodate any future growth'.</p> <p>The infrastructure category 'Transport' includes car parking facilities and the category 'Community Facilities' includes sports venue and playing pitches.</p> <p>The parking scheme proposed identifies with these priorities by providing additional parking capacity to both accommodate an increase in population from the new developments and meet the needs of existing residents within congested areas of the town and at the two recreational facilities serving the parish.</p>
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Funding

<p>10 Total Project Cost</p>	<p>£185,926 including contingency – the precise extent of contingency items is unknown until the project commences as there are utilities on some of the sites that will have to be moved.</p>
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<p>11 Funding required from CIL:</p> <p>Please identify other funding sources for this project, what contribution they are making and why these can not be used to fund the scheme in its entirety.</p> <p>Please provide the status of each source of funding for example whether it has been formally agreed,</p>	<p>£59,975</p> <p>1) Westerham Town Council reserves £20,287. This is the maximum Council believes can be contributed from the asset repair and replacement reserve. Formally agreed.</p> <p>2) Westerham Town Council CIL funds £100,664. Other priority projects (King George's Field re-development) to be funded from remaining Town Council CIL. Formally agreed.</p> <p>3) Crockham Hill War Memorial Playing Field Trust £5,000. This is the limit of</p>
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whether it has already been paid, whether it has been agreed in principle, if you are waiting for a decision in regard to the funding, or whether you are investigating the source of funding etc.		trust funds available. Formally agreed.	
		4)	
		5)	
		6)	
12 Is this bid for staged payments?		Yes / No (please delete as appropriate)	
Will staged payments be accepted?		Yes / No (please delete as appropriate)	
Please provide details of anticipated funding requirements and timetable		Commencement deposit 50% estimated March 2020 Balance on completion June/July 2020	
13 Has a bid(s) for CIL funding been made to relevant town and parish councils?		Bid made (please delete as appropriate):	
		Details of bid	
		Decision made (please delete as appropriate):	
		Details of decision:	
If this bid is being made by a Parish or Town Council and no CIL funds have been contributed by them, please provide an explanation for this.		Westerham Town Council will contribute £100,664 from received CIL. Yes Approved at Full Council meeting on 08/10/2018.	
14 Would the scheme be fully funded if the CIL contribution is agreed?		Yes / No- (please delete as appropriate)	
15 Has this scheme already benefited from CIL funding through the CIL Spending Board?		Yes / No (please delete as appropriate) If Yes; Please provide further justification as to why further CIL	

	funding is required for this project.	
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16	Has this scheme/land/building already benefited from funding from Sevenoaks District Council? Note- this can include grants, section 106s, a Community Fund etc.	Yes / No	(please delete as appropriate)
		If Yes: Please provide further details of amount and the project involved.	

Deliverability

17	Does your organisation have the legal right to carry out the proposed scheme?	Yes / No-	(please delete as appropriate)
		If not, you must attach documentation showing that the statutory provider of this service supports this scheme.	

18	Anticipated start date for delivery of the scheme:	March 2020
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19	Anticipated finish date for the delivery of the scheme:	June/July 2020
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20	Anticipated date when CL funding will need to be made available:	March 2020 for pre-start deposit and June/July 2020 for balance
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21	Does land need to be purchased to facilitate the scheme?	Yes / No	(please delete as appropriate)
	Please provide details		

22	Please provide a consultation plan to let SDC know when they can expect progress reports on the project.	Will advise on the start date and the anticipated finish date. This is a quick delivery project with works expected to be completed within three months – weekly progress reports can be made.
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<p>23 Please provide details of the management and timescales of the project.</p>	<p>A Town Council Officer will project manage the scheme and on-site management of the project will be undertaken by Arney, who will be completing the works. Timescales as above.</p>
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<p>24 Has consultation been carried out on the scheme or is any planned?</p>	<p>Carried out / Planned / No consultation planned (please delete as appropriate)</p> <p>Please provide details (Note: Results can be attached separately if necessary.)</p>	<p>The evidence of need for additional parking was identified through complaints and requests from residents and through extensive public consultation undertaken in 2015/16, which highlighted parking as one of the top priorities for local residents – see Strategy Consultation Results document attached.</p> <p>Once the parking scheme had been developed, further local consultation was undertaken with residents of Madan and Hartley Roads, with overwhelming support.</p> <p>Consultation was also carried out with the sports clubs and users, and local residents regarding the schemes proposed at King George's Field and Crockham Hill Playing Field and unanimous support was received for both schemes.</p>
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<p>25 Is a relevant SDC ward member(s) supportive of the scheme?</p>	<p>Yes / No-</p> <p>You may provide the signature of an SDC ward member or an email from them to cll@sevenoaks.gov.uk.</p>	<p>(please delete as appropriate)</p> <p>SDC ward member, Kevin Maskell, will email in support of the scheme</p>
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26	Is the relevant town/parish council supportive of the scheme?	Yes / No-	(please delete as appropriate)
		Signature of a town/parish council chairman, clerk or chief executive (Note: An email from them to cil@sevenoaks.gov.uk would also be sufficient).	Westerham Town Council Chairman, Helen Ogden, will email in support of the scheme

27	Do you have any other local support for the scheme? This can be in the form of businesses, community groups etc.	Yes / No-	(please delete as appropriate)
		Please provide details of local support. (Note: An email from a relevant party to cil@sevenoaks.gov.uk would also be sufficient).	Westerham Town Partnership will email in support of the scheme Crockham Hill War Memorial Playing Field Trust have signed in section 1 above in support of the scheme.

Maintenance

28	Which organisation will be responsible for ongoing maintenance?	Westerham Town Council
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29	Are funding arrangements in place for maintenance?	Yes / No-	(please delete as appropriate)
		Please provide details	Westerham Town Council precept

30	Please provide any further comments here. This could include if there are any other infrastructure projects that are related to this bid or any that rely on this bid.	<i>Details of the Parking Scheme are attached for reference.</i>
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Name, role and contact details of the person that will be legally responsible for receiving the CIL fund*:	Debbie Marshall Responsible Finance Officer TEL: 01959 5621 47/07967 144404 EMAIL: dmarshall@westerhamtowncouncil.gov.uk
Full company/charity name:	Westerham Town Council
Registered No:	

Privacy Notice

The personal data which is collected within this form is reasonably necessary for its public task of processing your application for CIL grant funding. This includes considering whether to grant the application and to ensure the effective management of CIL grant funding if approved.

If your application is unsuccessful then personal information will be retained for a period of 10 years after the application is refused. The personal data shall then be deleted except for any information made public under the Council's other legal obligations (including the Access to Information provisions of the Local Government Act 1972 or the Freedom of Information Act). If your application is successful then your data will be retained for the duration of the project applied for and for the full period in which the contract under which the monies are transferred is enforceable. The personal information will then be deleted, except for any information made public under the Council's other legal obligations. Any information relating to this application which is deleted will be deleted in accordance with the Council's standard record retention practice.

Unless otherwise stated we will generally handle personal information in accordance with the Council's Privacy Policy, which can be found through our website at www.sevenoaks.gov.uk/privacy.

HARTLEY ROAD & MADAN ROAD: PROPOSED ON-STREET PARKING

BACKGROUND

Building of the estate to the north-east of Westerham was commenced in the 1940s and completed in the early 1960s, at a time when cars were considerably smaller and fewer cars were owned. Today the roads around the estate are congested and unable to cope with the volume of homeowners wanting to park their cars near their residence.

Residents double park and park on every available area of grassed amenity space, turning them into a muddy and rutted mess. We have received numerous complaints from residents concerned that emergency vehicles would be unable to gain access through the narrowed roads and that the amenity spaces are no longer safe or in a fit state for children to play outside their homes.

Westerham Town Council undertook a consultation with residents in Ash, Madan and Hartley Roads to ascertain whether the amenity spaces should all be protected by wooden posts to prevent vehicles parking on them. It was very clear from the high level of responses received and the feedback given that lack of parking was an enormous problem on the estate and that residents only parked on these areas because there was nowhere else available to park.

The grassed area in Hartley Road was identified as a suitable area to create additional on-street parking to help alleviate the problem.



SCHEME DESIGN

The layout proposed is shown on drawing 4300WEST/06, which would offer 19 parking bays, using perpendicular parking (90°).

A constraint for the design is the existing on-street parking on the opposite side of the road. This restricts the manoeuvrability to enter and leave the parking spaces and as such has determined the amount of land that is needed from the green open space, together with the need to re-establish the public footpath.

The grassed area in Madan Road was identified as a suitable area to create additional on-street parking to help alleviate the problem.



SCHEME DESIGN

The layout proposed is shown on drawing 4300WEST/05, which would offer 12 parking bays, using perpendicular parking (90°).

A constraint for the design is the existing on-street parking on the opposite side of the road. This restricts the manoeuvrability to enter and leave the parking spaces and as such has determined the amount of land that is needed from the green open space.

KING GEORGE'S FIELD - PROPOSED CAR PARK RE-DESIGN AND EXTENSION

BACKGROUND

King George's Field (KGF) provides the only recreational facilities for the town of Westerham, with a population of 4,000 people. KGF is home to Westerham Bowling Club, Westerham Football Club and Westerham Junior Football Club. The field houses a picnic area, an outside gym, skatepark, tennis courts and children's playground, as well as being used by dog walkers, fitness boot camps, and for town events.

The designated car park for King George's Field has just 20 parking spaces and is wholly inadequate for a field of this size. Inevitably many users of the field use the nearby Darent Car Park (93 spaces). This puts tremendous pressure on the town's ability to provide sufficient spaces for shoppers and tourists to Westerham, particularly in the winter months. During the dry months of the year the Darent Car Park has an overflow car park, opened as a joint project of Westerham Town Council, Sevenoaks District Council and Westerham Town Partnership. The overflow eases the situation during the dry weather but is unable to open during the wet months of the winter as the grasscrete surface becomes water logged.

Westerham Junior Football Club has 21 youth teams and 420+ junior footballers, who all train and play league matches on the field on a weekly basis from September until April, when the overflow car park is closed. This results in the Darent Car Park often becoming full at weekends with football players, which is detrimental to the high street retailers and the economy of the town.

The existing car park does not meet sufficient needs and is in need of repair and expansion. The application submitted is to re-design and extend the existing car park in Costells Meadow to maximise the capacity using the land available, so increasing the available spaces from 20 to 34.



SCHEME DESIGN

The layout proposed is shown on drawing 4300WEST/02. Up to 34 vehicles can be accommodated. The area identified for redevelopment consists of the existing car park and the area of wasteland situated behind it. This area is currently un-used for the majority of the year, with adhoc parking by sports teams on the grass in fine weather. The area sits outside of the playing field boundary and serves no positive purpose to the running of KGF. It would be far better utilised to provide all year round additional parking.

Kerb boundaries and four distinct parking areas provide a more formal and manageable arrangement. A central bound surface (black top) access strip extending from the entrance to halfway along the site will ensure the long term integrity of the surface where traffic is highest. This will also help to avoid loose material accumulating at the entrance and immediately beyond.

All parking spaces and the southern part of the car park are shown to be surfaced with loose gravel. Provision is made in the design for access to be gained to the residual land at the southern end of the site, which would be gated. No drainage measures are anticipated. On the west side, a thin strip for planting has been provided, with a post and rail boundary fence. No loss of existing trees or hedgerows is anticipated.

CROCKHAM HILL PLAYING FIELD - PROPOSED CAR PARK

BACKGROUND

Crockham Hill Playing Field provides the only recreational facilities for the village. The site acts as a busy central hub for the village providing the following:

- Junior and adult cricket teams from Oxted and Limpsfield Cricket Club and Cudham Wyse Cricket Club train and play matches on the cricket pitch
- Edenbridge Spitfires Junior Teams train and play matches on the football pitch
- Crockham Hill tennis club operates from the two tennis courts
- The village playground is sited in the corner of the field
- The playing field is used by dog walkers, for picnics, hosts the village fete and the local school and nursery sports days

There is no parking provision at the playing field. Currently users park along the length of Dairy Lane causing an obstruction on the narrow lane. There have been numerous complaints from local farmers who are unable to pass the parked cars in their tractors. Residents in Dairy Lane are concerned that emergency vehicles would also not be able to pass the parked vehicles.

During sports matches there is insufficient parking in Dairy Lane and the additional cars spill onto the B2026 Main Road (to Edenbridge), which reduces the visibility for oncoming traffic. There is already a problem with the speed of traffic travelling along this busy stretch and visibility on the crossroads of Dairy Lane/Main Road/Dennettsland Road. There was a fatality at the site in June 2018.

For these reasons residents and users of the playing fields urged the council to provide an onsite car park to remove parked vehicles from the surrounding roads. The Council undertook

a consultation with playing field users and village residents, who were overwhelmingly in support of the creation of a car park within the field itself.



DESIGN

Feedback from Kent County Council Highways and the Road Safety Audit (submitted with this application) has been responded to and incorporated in the car park design. KCC Highways requested that the car park entrance was sited to take cars off the highway as soon as practicable. The Audit suggested that the car park entrance should be widened to 6 metres. Sufficient hedgerow needs to be removed on the south side of Dairy Lane (34m) to provide adequate visibility on exiting the car park at the new entrance.

The area identified for the car park is currently un-used, so there will be no adverse effect on the use of the field. The car park design submitted will provide spaces for 30 cars, which will accommodate multi users using the site at the same time. It is necessary to install a hard base at this site rather than use a material such as 'grasscrete' as the field is clay and does not drain well.

To assist with identifying appropriate parking areas and thereby ensure maximum use of the available space, three distinct parking areas are provided. This should hopefully prevent indiscriminate parking as parking bays may not be marked given the anticipated loose gravel finish.

The surface of the car park will be flush with the adjacent ground (i.e. no kerbs) and constructed with well graded granular layer topped with a shingle dressing if required, giving it a more rural feel. It is proposed that the new entrance will be more formal with kerbed edges and be hard paved (i.e. black top).

Other aspects include a convenient central pedestrian access point through the parking areas to the playing field, an area for cycle parking, if needed, easily accessible from the existing gated access. A low height single rail timber boundary fence is proposed to physically

demarcate the parking site and prevent cars entering the grassed area, without damaging the open aspect of the field.

The layout proposed is shown on drawing 4300WEST/01. The desire to retain the mature trees adjacent to the northern field boundary and minimise the impact on the rural setting have been the main considerations.

Mrs Debbie Marshall
Westerham Town Council
Russell House
Market Square
Westerham
Kent
RH7 6NH

Application Number: 18/03335/FUL

TOWN AND COUNTRY PLANNING ACT 1990

**Town and Country Planning (Development Management Procedure) (England)
Order 2015 (as amended)**

Grant of planning permission

Site : Land To The Front Of 32 To 50 Hartley Road Westerham KENT
Development : Creation of 19 parking bays.

Sevenoaks District Council, as the local planning authority has **granted planning permission** for the above development,

SUBJECT TO THE CONDITIONS set out below:

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

In pursuance of section 91 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall be carried out in accordance with the following approved plans and details: Site Location Plan and 4300WEST/06 Rev.0.

For the avoidance of doubt and in the interests of proper planning.

Westerham Town Council
Russell House
Market Square
Westerham
Kent
RN7 6NH

Application Number: 18/03333/FUL

TOWN AND COUNTRY PLANNING ACT 1990

Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended)

Grant of planning permission

Site : Land West Of 96 To 114 Madan Road Westerham KENT
Development : Creation of 12 parking bays.

Sevenoaks District Council, as the local planning authority has **granted planning permission** for the above development,

SUBJECT TO THE CONDITIONS set out below:

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

In pursuance of section 91 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall be carried out in accordance with the following approved plans and details: Site Location Plan and 4300WEST/05 Rev.0.

For the avoidance of doubt and in the interests of proper planning.

Westerham Town Council
Russell House
Market Square
Westerham
Kent
RH7 6NH

Application Number: 18/03332/FUL

TOWN AND COUNTRY PLANNING ACT 1990

Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended)

Grant of planning permission

Site : Playground King Georges Field Costells Meadow Westerham KENT
TN16 1DD
Development : Re-design, re-surface and extend Costells Meadow car park.

Sevenoaks District Council, as the local planning authority has **granted planning permission** for the above development,

SUBJECT TO THE CONDITIONS set out below:

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

In pursuance of section 91 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall be carried out in accordance with the following approved plans and details: Site Location Plan and 4300WEST/02 Rev.0.

For the avoidance of doubt and in the interests of proper planning.

Westerham Town Council
Russell House
Market Square
Westerham
TN16 1RB

Application Number: 18/03334/FUL

TOWN AND COUNTRY PLANNING ACT 1990

Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended)

Grant of planning permission

Site : Crockham Hill War Memorial Playing Field Dairy Lane Crockham Hill
KENT TN8 6RA
Development : Creation of a 30 space car park.

Sevenoaks District Council, as the local planning authority has **granted planning permission** for the above development,

SUBJECT TO THE CONDITIONS set out below:

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

In pursuance of section 91 of the Town and Country Planning Act 1990.

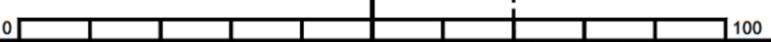
2) The development hereby permitted shall be carried out in accordance with the following approved plans and details: Site Location Plan and 4300WEST/01 Rev.01.

For the avoidance of doubt and in the interests of proper planning.

3) The use of the car park hereby granted planning permission shall not commence until full details of soft landscape works have been submitted to and approved in writing by the local planning authority and the approved soft landscaping has been implemented. Those details shall include:-planting plans (identifying existing planting, plants to be retained and new native planting);-a schedule of new plants (noting species, size of stock at time of planting and proposed number/densities); and-a programme of implementation including any necessary protection measures during construction.

To safeguard the visual appearance of the area as supported by policies EN1 and EN5 of the Sevenoaks Allocations and Development Management Plan.

Chief Executive: Dr. Pav Ramewal
Council Offices, Argyle Road, Sevenoaks, Kent TN13 1HG
Telephone: 01732 227000 DX 30006 Sevenoaks
Email: information@sevenoaks.gov.uk
www.sevenoaks.gov.uk



KEY

-  Existing tree to remain
-  Concrete edging (flush with ground)
-  New kerb / channel (with upstand shown)
-  Transition in kerb height
-  Shown only to illustrate parking spaces. Actual form dependant on surfacing type.
-  Planting/Landscape Area 150mm topsoil

Existing granite sets to remain

COSTELLS MEADOW

R = 3.0m

Car park layout will accommodate up to 34 cars

Bituminous / Integral paving

Pedestrian access (hard paved)

1:15 Ramp

Gravel / Granular Surface

Timber post and 2 rail fence

Buildout to demarcate the change in parking layout

Access point to residual land

Rev	Revision details	Chkd	Appd	Date
Drawn: TMW				Preliminary
Design: .				For comment
Chkd: MIM				For tender
Appd: MIM				For construction
Date: 26 March 2018				As constructed
				Other



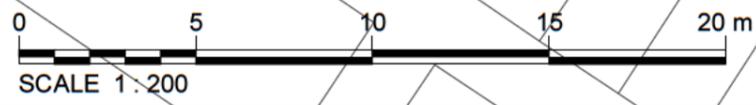
Project Name
**Westerham Town Council
Parking Amenities**

Drawing Title
**OUTLINE DESIGN
King George's Field
Car Park Layout**

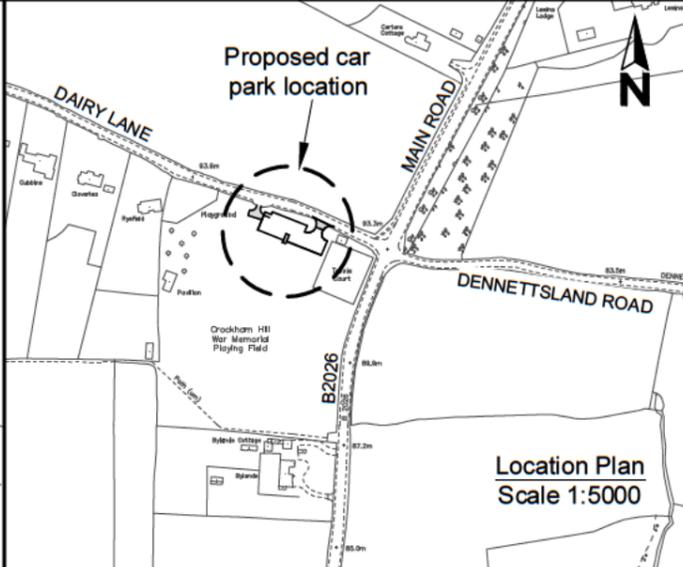
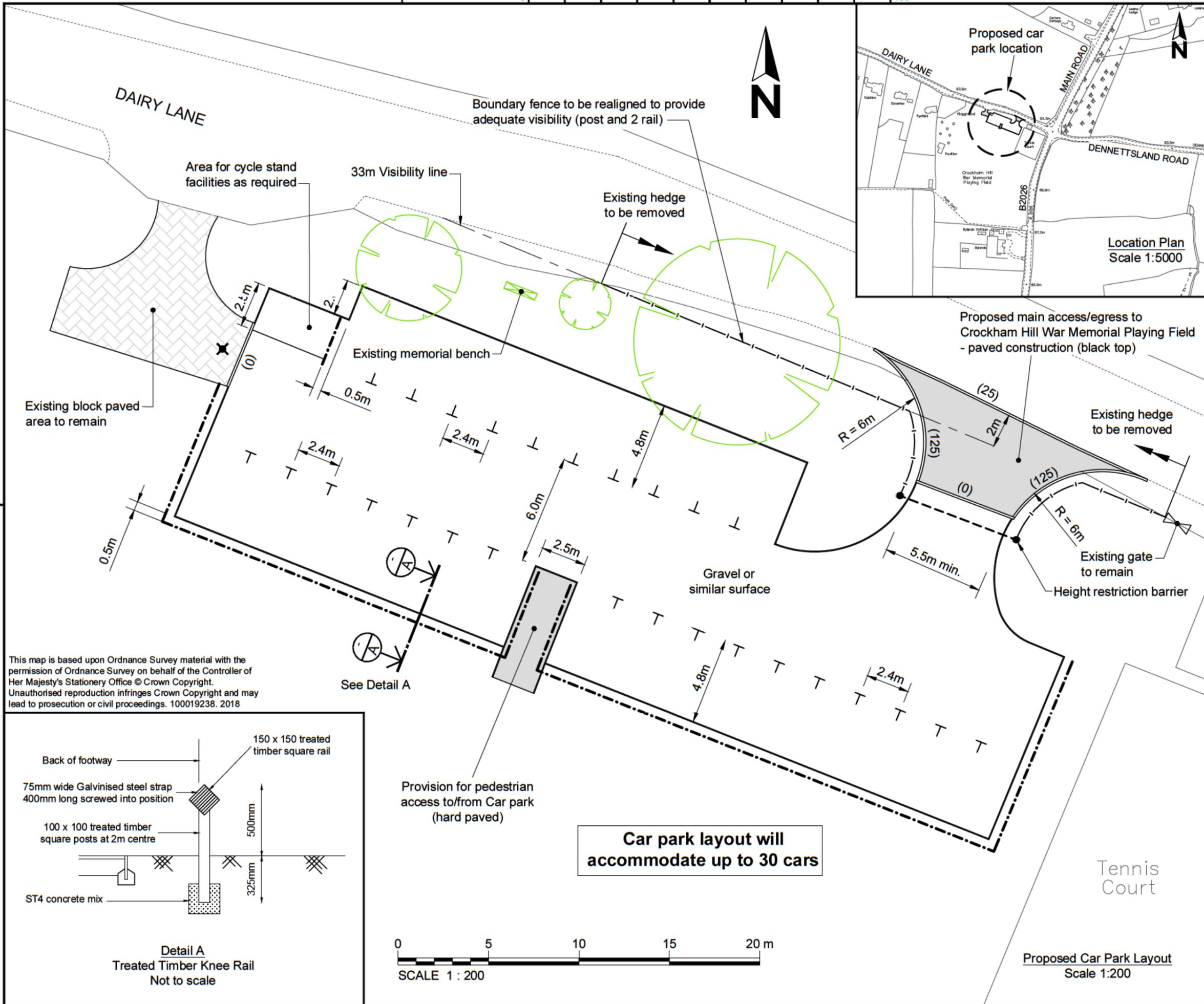
Original Drg Size : A3 Dimensions : m
Scale : 1:200 Copyright © Amey

Drawing No
4300WEST/02 Rev
0

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DESIGN HAZARDS

(The following information has been collected from Preconstruction Information and Amey Process PLC-H&S-201 - Hazard Management for Designers)

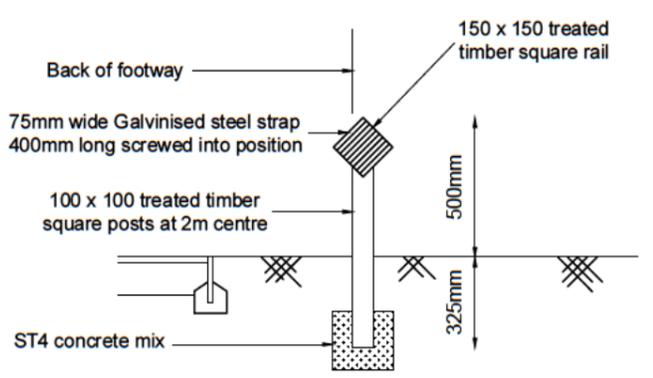
1. Site in close proximity to Overhead Cables.

KEY

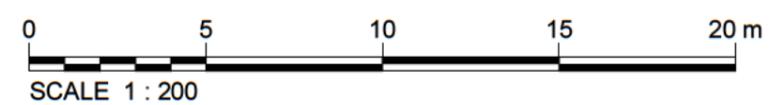
- Existing tree to remain
- Removable bollard to allow emergency / additional access point
- Knee Rail Fence (See Detail A)
- Concrete edging (flush with ground)
- New kerb / channel (with upstand shown)
- Shown only to illustrate parking spaces. Actual form dependant on surfacing type.

Rev	Revision details	Chkd	Appd	Date
Drawn: SS				Preliminary
Design: .				For comment
Chkd: MIM				For tender
Appd: MIM				For construction
Date: 23 March 2018				As constructed
				Other

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Car park layout will accommodate up to 30 cars



Proposed Car Park Layout
 Scale 1:200



Client

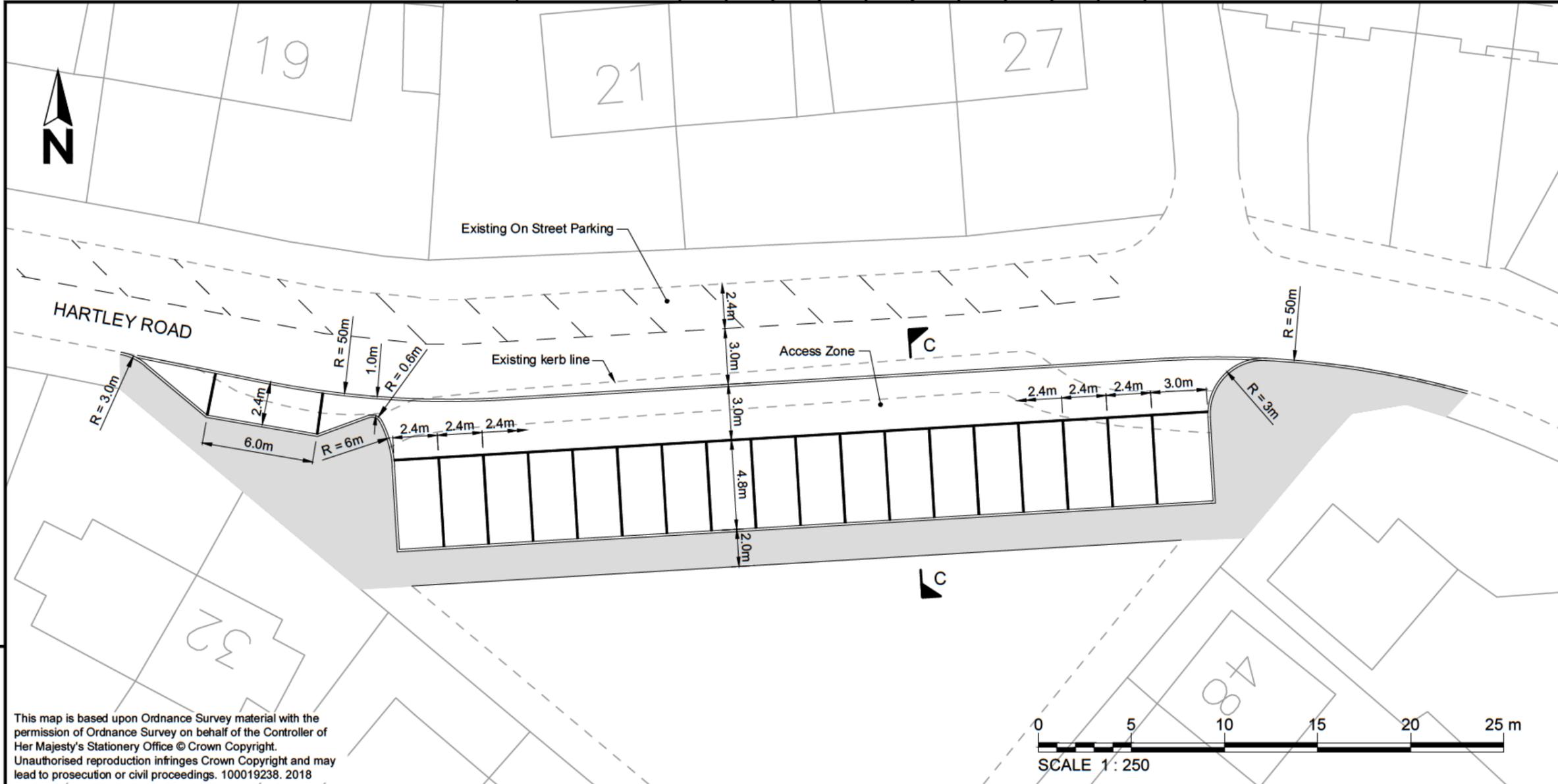
Project Name
Westerham Town Council Parking Amenities

Drawing Title
OUTLINE DESIGN

Crockham Hill Cricket Club Car Park Layout

Original Drg Size : A3	Dimensions : -
Scale : As Shown	Copyright © Amey

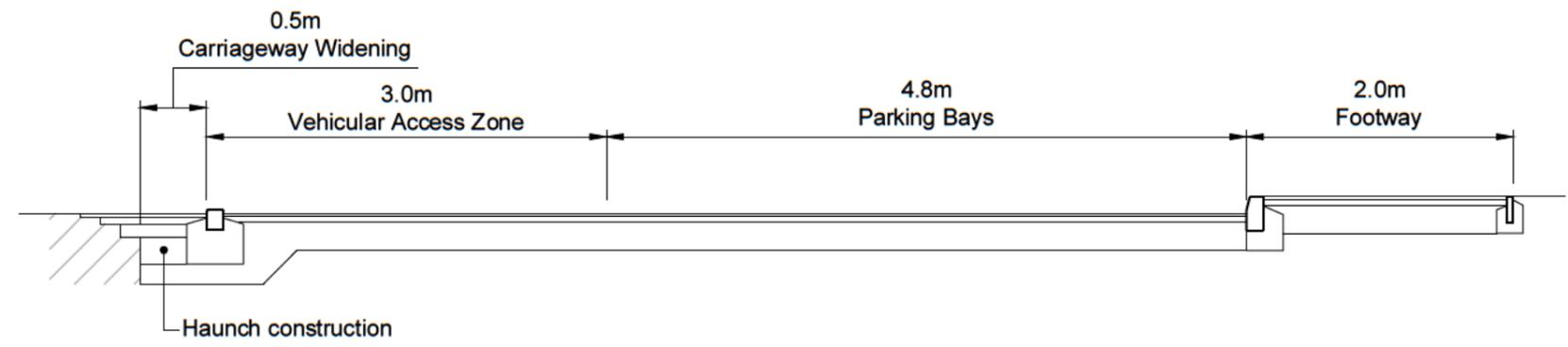
Drawing No 4300WEST/01	Rev 0
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90° FORMATION
(19 No. Parking Bays)
Scale 1:250



SECTION C-C
Scale 1:50

Rev	Revision details	Chkd	Appd	Date
Drawn: JH				Preliminary
Design: .				For comment
Chkd: MM				For tender
Appd: MM				For construction
Date: 24/07/2018				As constructed
				Other



Client
Westerham Town Council
Parking Amenities

Project Name
Westerham Town Council
Parking Amenities

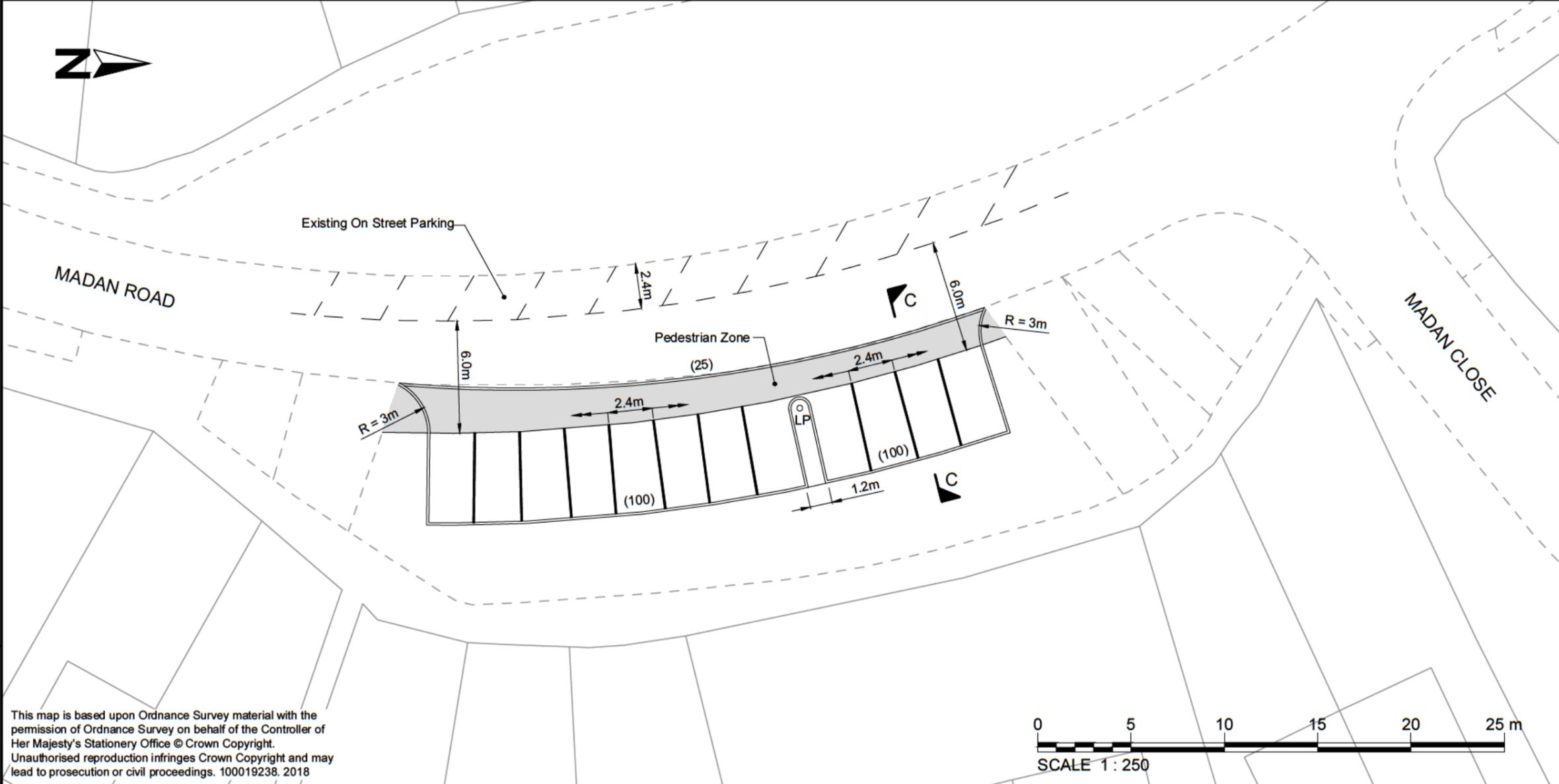
Drawing Title
OUTLINE DESIGN
Hartley Road
Proposed Car Parking

Original Drg Size : A3 Dimensions : -
Scale : As Shown Copyright © Amey

Drawing No
4300WEST/06

Rev
0

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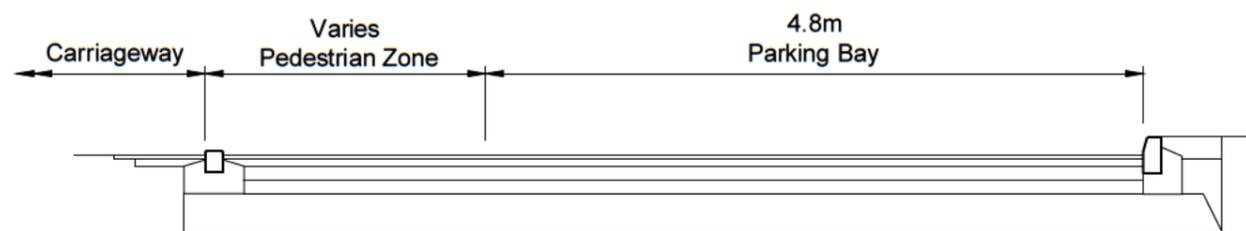


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Rev	Revision details	Chkd	Appd	Date
Drawn: JH				Preliminary
Design: .				For comment
Chkd: MM				For tender
Appd: MM				For construction
Date: 24/07/2018				As constructed
				Other

90° FORMATION
(12 No. Parking Bays)
Scale 1:250



SECTION C-C
Scale 1:50



Client
Project Name
Westerham Town Council
Parking Amenities

Drawing Title
OUTLINE DESIGN
Madan Road
Proposed Car Parking

Original Drg Size : A3 Dimensions : -
Scale : As Shown Copyright © Amey

Drawing No
4300WEST/05
Rev
0

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Westerham Town Council: Strategy for 2016-2019

Background

Following the 2015 local government elections, Westerham Town Council began a process of consultation to establish its strategy for the duration of its term of office (2015-19).

Views were gathered through a simple survey distributed to locations and organisations in the town and also available on-line. It was publicised in the local press and on the Council's and Town Partnership's website. Views from the primary School Council were also incorporated.

The response rate at c3% was not untypical of response rates for such surveys, particularly of first time surveys, although it was rather lower than hoped for.

The views expressed are summarised at Appendix A and form the basis of Council's strategy up to 2019.

Priorities to 2019

Council priorities fall into two categories, each of which will require differing means of funding:

Ongoing obligations: generally funded through the 'precept'

New projects: for which sources of external funding are likely to be needed.

Ongoing obligations

Planning:

- As a consultee on Westerham Parish planning applications presented to SDC our role is to provide SDC with local knowledge on applications that can affect decisions taken. In this role we will represent the views of residents of Westerham Parish and seek to explain to individual residents our community planning policies that affect them.
- We will seek to identify significant planning issues arising in local authorities bordering the Parish as well as KCC, communicate with the community where appropriate and respond where it is considered these may affect us.
- We will review, consider and respond to wider public consultations on behalf of our community, endeavouring where possible to communicate this to residents as appropriate.
- We will keep under review the changing framework of Neighbourhood Plans, and if considered appropriate bring proposals forward to the WTC.
- We will use training seminars and conferences provided to improve and update the knowledge of both Town Councillors and staff involved in planning matters.

Youth and Community:

- We will support, either by providing directly, or by engaging with other organisations, activities which engage and support the young of the community
- We will work with the Community Warden, the Police and Sevenoaks District Council to reduce anti-social behaviour and to deal with the perpetrators.
- We will continue to support the elderly of the community by working with others to provide e.g. the Forget-me-Not cafe.
- We will work with retailers, businesses and the Town Partnership to support and develop economic activity in the town, taking leadership where appropriate.
- We will monitor services provided by other bodies which are regarded as a benefit to the community: e.g. library children's centre, and lobby to ensure that they remain.

Allotments, Playing Fields and Open Spaces:

- We will actively manage the allotment sites, ensuring as far as we can that there is sufficient supply to meet demand, making improvements as and when we can
- We will maintain the open spaces in the Council's ownership so that they remain attractive to visitors and in good state for residents to use.
- We will encourage the use of the Playing Fields in the Council's ownership or management, expanding the variety of sports which can use them. We will maintain them to the standard which enables them to be used safely and regularly

Highways and Lighting:

- We will manage the street lighting in the Council's ownership, ensuring that it is effective, efficient and takes full advantage of technological advances. We will seek out the best value provision of energy for it.
- We will work with the Town Partnership and other organisations in the town to improve parking provision in and around the town.
- We will monitor road related issues, and lobby and influence those responsible for them to take appropriate actions.

Finance and General Purposes:

- We will ensure responsible financial management of all funds within the Council's control, complying with best practice all relevant legislation
- We will ensure that all staff employed by the Council are recruited, managed, remunerated and trained to enable them to carry out the Council's strategy to high standards
- We will ensure that all Councillors attend training session appropriate to their Council roles which keep them up to date on legislation and regulations and current thinking on relevant topics.

New projects

We will seek funding for, plan and manage the following new projects:

- **Traffic:** Development of a comprehensive plan to respond to residents views on traffic in Westerham. Lobby and influence those within whose responsibility action lies
- **Keep Westerham attractive:** Complete the Design Statement
- **Keep Westerham attractive** The provision of improved public toilets
- **Support Community activities:** The redevelopment of the south east portion of King George's Playing Field to include a multi-use games area, an outdoor gym, a repositioned skateboard park and a refurbished pavilion and car parking to meet the needs of users.
- **Support Community activities:** Work with the Darent Valley Landscape Partnership Scheme on the completion of the walking/cycle trail from Chipstead to the source of the Darent at Westerham

We will also achieve Gold status in the Local Council Award Scheme.

We will review progress on this strategy at each full Council meeting and ensure that plans remain on track.

Westerham Town Council: Council meeting 21st March 2016

Results of Consultation with Residents etc on Council Strategy

Background

During January and February 2016, Council distributed to organisations, individuals and locations around the town a simple survey asking for priorities for the Council's strategic plan for the next four years.

Distribution was as agreed by Councillors at their meeting on 24 November 2015 and the survey was available in hard copy and on-line via the Council's website. Collection boxes were placed around the town

This paper gives the results of that survey and asks Councillors to agree next steps.

Response rate

As a proportion of the registered electorate (2780 in 2013) of Westerham ward, there was a c3% response rate. While this is lower than hoped for, it should be borne in mind that this is the first time residents, visitors, and those who work in the town have been asked for their views, and a certain level of disbelief that views would result in action could be expected. Response rates for public surveys generally fall between 1-20%.

Two-thirds of the responses were in hard copy, the remainder completed the survey on line.

It is disappointing to note that only 3 responses were received from the Crockham Hill ward, despite an extended closing date.

Method of analysis

Following the closing date, Cllrs Marsh and Ogden analysed the results using the following methodology:

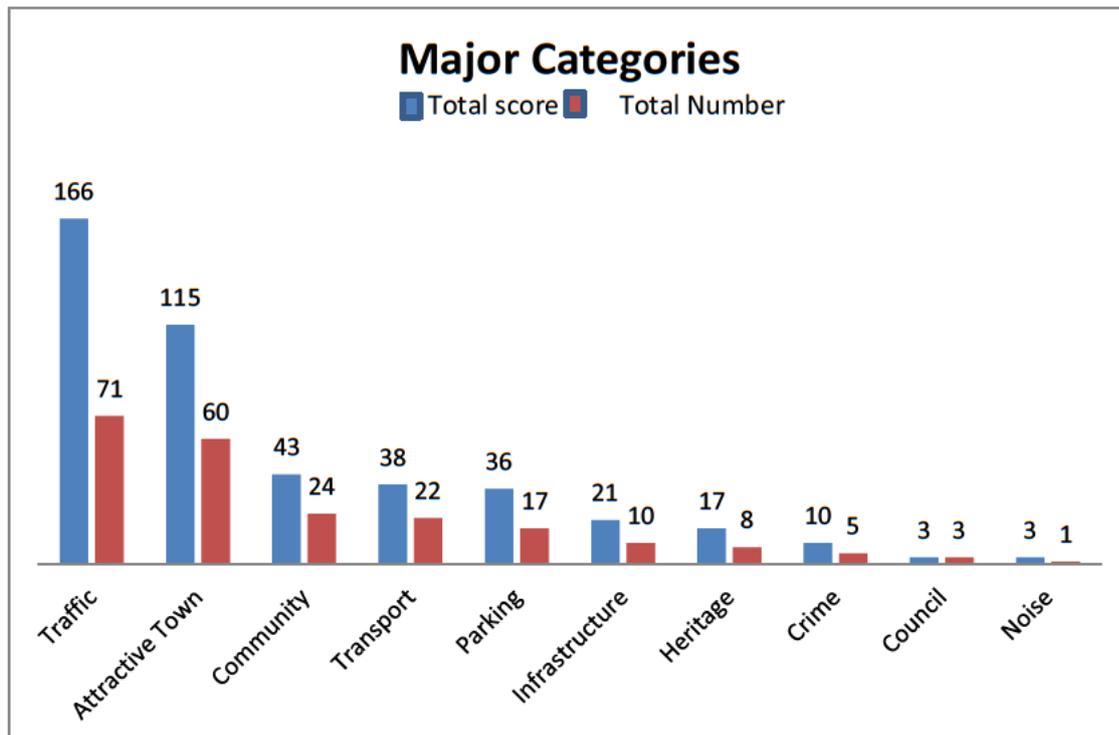
1. Comments were read and grouped according to the topic of the comments
2. The number comments in each grouping were counted (raw data)
3. Comments were weighted to reflect the number of times they were placed 1st, 2nd or 3rd.
4. The groupings were further refined into a smaller number of categories, to indicate possible areas for strategy.

Results

The graphs and tables below show the results:

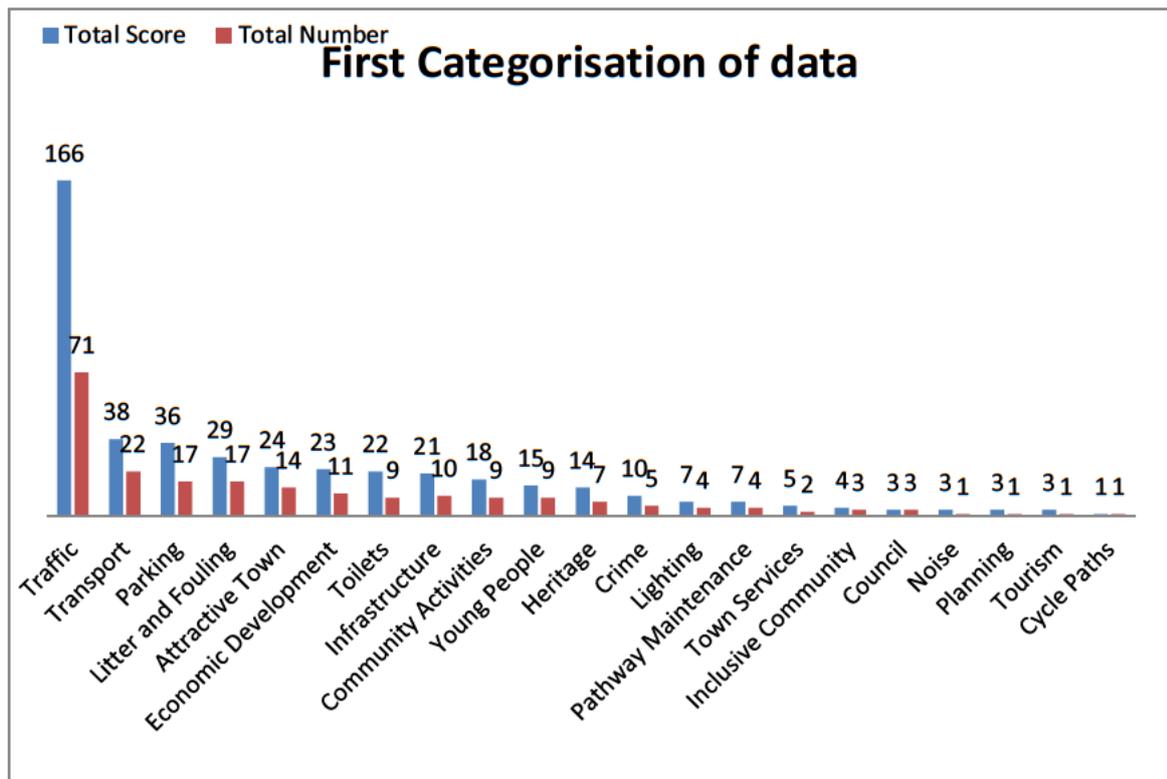
Major categories

This shows the data grouped into the headline categories



First categorisation of data

This shows the results in a greater degree of granularity



Appendices A and B give both the raw data, the application of weighting and details of categorisation (App A) and rank order of comments in both total numbers and total weighted scores (App B)

Traffic is clearly far ahead of any other priority (without including parking within it) followed by transport, parking and litter/fouling.

Recommendations

1. That this information be presented to the Town Meeting on 13 April
2. That the draw for the winning entry (prize of bottle of Squerryes champagne) be made at the Town Meeting
3. That Council determine which of the major themes should be adopted in their strategy.
4. That Council subsequently develops detailed action plans to deliver those themes

Issue	Total Number	1st	2nd	3rd	Weighting 1st	Weighting 2nd	Weighting 3rd	Total Score	Category 1	Category 2
Traffic calming	17	9	5	3	27	10	3	40	Traffic	Traffic
Parking	16	6	5	5	18	10	5	33	Parking	Parking
No HGVs	15	11	1	3	33	2	3	38	Traffic	Traffic
Look of high street	14	2	6	6	6	12	6	24	Attractive Town	Attractive Town
Public transport (buses)	12	1	4	7	3	8	7	18	Transport Economic	Transport
Economic Development	11	4	4	3	12	8	3	23	Development	Attractive Town
20 mph restriction	10	4	3	3	12	6	3	21	Traffic	Traffic
Loos	9	5	3	1	15	6	1	22	Toilets	Attractive Town
Pedestrianise ringroad	9	4	3	2	12	6	2	20	Traffic	Traffic
Youth work	9	2	2	5	6	4	5	15	Young People	Community
Litter	9	1	2	6	3	4	6	13	Litter and Fouling	Attractive Town
Bypass	8	7	0	1	21	0	1	22	Traffic	Traffic
Dog poo	8	4	0	4	12	0	4	16	Litter and Fouling	Attractive Town
Bus shelter Flyers Way	8	3	2	3	9	4	3	16	Transport	Transport
Infrastructure	7	1	5	1	3	10	1	14	Infrastructure	Infrastructure
Air pollution	5	2	3	0	6	6	0	12	Traffic	Traffic
Community Centre activities	5	1	2	2	3	4	2	9	Community Activities	Community
Library/heritage	5	1	2	2	3	4	2	9	Heritage	Heritage
Less ASB/crime	4	1	2	1	3	4	1	8	Crime	Crime
Lighting	4	1	1	2	3	2	2	7	Lighting	Attractive Town
Pathway management	4	0	3	1	0	6	1	7	Pathway Maintenance	Attractive Town
Pedestrian crossings	4	0	3	1	0	6	1	7	Traffic	Traffic
Affordable housing	3	1	2	0	3	4	0	7	Infrastructure	Infrastructure
ALL Westerham	3	0	1	2	0	2	2	4	Inclusive Community	Community
Christmas Lights LNS	2	1	1	0	3	2	0	5	Community Activities	Community
Protect green space	2	1	1	0	3	2	0	5	Heritage	Heritage
Supermarket	2	1	1	0	3	2	0	5	Town Services	Community

Issue	Total Number	1st	2nd	3rd	Weighting 1st	Weighting 2nd	Weighting 3rd	Total Score	Category 1	Category 2
Community transport	2	1	0	1	3	0	1	4	Transport	Transport
Wolfe Garage area	2	0	2	0	0	4	0	4	Traffic	Traffic
Councillors political persuasion	2	0	0	2	0	0	2	2	Council	Council
Noise	1	1	0	0	3	0	0	3	Noise	Noise
Planning enforcement	1	1	0	0	3	0	0	3	Planning	Heritage
Sports centre + SP	1	1	0	0	3	0	0	3	Community Activities	Community
Increase overflow	1	1	0	0	3	0	0	3	Parking	Parking
Tourist information	1	1	0	0	3	0	0	3	Tourism	Attractive Town
Width restrictions	1	0	1	0	0	2	0	2	Traffic	Traffic
CCT	1	0	1	0	0	2	0	2	Crime	Crime
W. Hall rates	1	0	0	1	0	0	1	1	Community Activities	Community
Cycle paths	1	0	0	1	0	0	1	1	Cycle Paths	Community
Tip access	1	0	0	1	0	0	1	1	Council	Council

No.	Total Score (highest to lowest)	Total Number (highest to lowest)
1	Traffic calming	Traffic calming
2	No HGVs	Parking
3	Parking	No HGVs
4	Look of high street	Look of high street
5	Economic dest.	Public transport (buses)
6	Loos	Economic devt.
7	Bypass	20 mph restriction
8	20 mph restriction	Loos
9	Pedestrianise ringroad	Pedestrianise ringroad
10	Public transport (buses)	Youth work
11	Dog poo	Litter
12	Bus shelter Flyers Way	Bypass
13	Youth work	Dog poo
14	Infrastructure	Bus shelter Flyers Way
15	Litter	Infrastructure
16	Air pollution	Air pollution
17	Community Centre activities	Community Centre activities
18	Library/heritage	Library/heritage
19	Less ASB/crime	Less ASB/crime
20	Lighting	Lighting
21	Pathway management	Pathway management
22	Pedestrian crossings	Pedestrian crossings
23	Affordable housing	Affordable housing
24	Christmas Lights LNS	ALL Westerham
25	Protect green space	Christmas Lights LNS
26	Supermarket	Protect green space
27	ALL Westerham	Supermarket
28	Community transport	Community transport
29	Wolfe Garage area	Wolfe Garage area
30	Noise	Councillors political persuasion
31	Planning enforcement	Noise
32	Sports centre + SP	Planning enforcement
33	Increase overflow	Sports centre + SP
34	Tourist information	Increase overflow
35	Councillors political persuasion	Tourist information
36	Width restrictions	Width restrictions
37	CCT	CCT
38	W. Hall rates	W. Hall rates
39	Cycle paths	Cycle paths
40	Tip access	Tip access

Westerham Parking and Amenities Policy Document

First published November 2013



Contents:

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1.1 Summary of Proposed Solutions

2.0 Existing parking facilities

2.1 Car Parks

2.2 On Street Parking

2.3 Parking Permits

2.4 Motor cycles/Coaches/Cycles

2.5 Parking Provisions for the Disabled

3.0 Usage Survey

4.0 Enforcement policy

5.0 Charges and fines revenue

6.0 Signage

7.0 Future additional demands - Town Developments

8.0 Parkers Demand Survey

9.0 Park and Ride Initiative with NT and Squerryes Estate

10.0 Proposals:

Proposal 1: Free parking in the Darent (up to 3 hours)

Proposal 2: Grasscrete overflow car park next to the Darent car park/footpaths

Proposal 3: Revised Parking Charges/ restrictions in town

Proposal 4: Permit amendments

Proposal 5: Improved signage

Proposal 6: Better targeted enforcement

Proposal 7: Improved maintenance of path from Darent to the town

Proposal 8: New sites

Proposal 9: Planning Permission issues

Proposal 10: Explore Park and Ride Initiative with NT and Squerryes Estate

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11.0 Conclusions

Appendices

- A. Letters of Concern
- B. Parking charges and restrictions – comparisons with other towns/villages
- C. Parking usage survey
- D. Demand Survey Questionnaire – to follow
- E. Westerham Health check April 2010
- F. Shropshire Council Parking Policy

Westerham Parking and Amenities Policy Document

First published November 2013

1.0 Summary of Challenges

This report seeks to describe parking challenges and demand in Westerham and explore solutions over the next 10 -15 years. The aim is to support the economy of the town and to enhance the wellbeing of residents, visitors, and workers.

Westerham has limited transport alternatives to the car: residents number about 5,000 with a significant influx of daily workers during the week and tourists, many of whom visit the town shops and pubs/restaurants and our two National Trust properties during the week and at weekends.

Making best use of on and off street parking spaces is a delicate balance in any town. The majority of spaces are managed by SDC.

To be reviewed: Existing supply, demand including growth, timings, charges, cover for cars, cycle, coaches caravans, comparison with other towns in the area, etc.

There is evidence of business and visitors avoiding Westerham town centre because of parking issues, including numbers of convenient spaces, charges and signage.

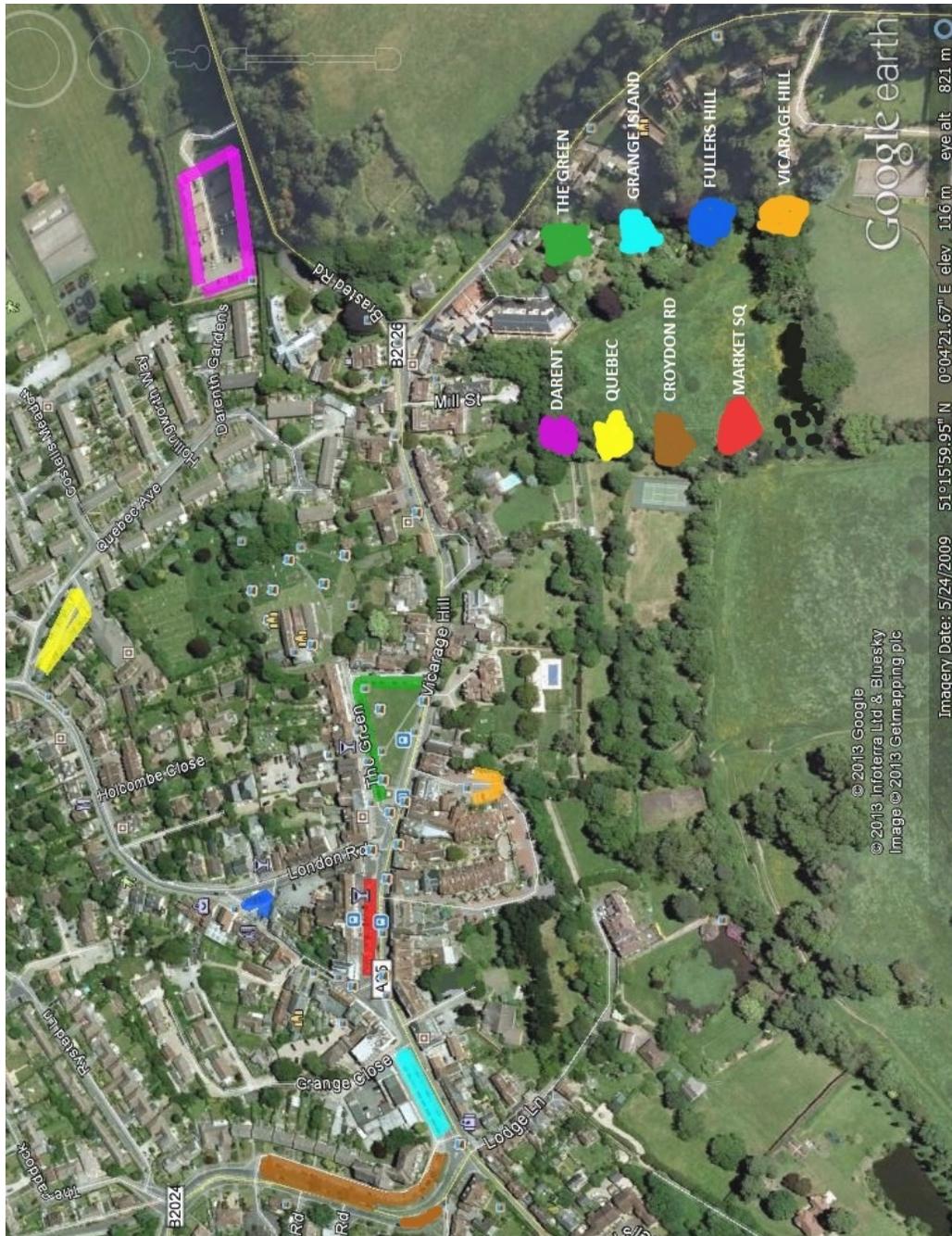
1.1 Summary of Proposed Solutions

- 1) Free parking in the Darent car park for up to 3 hours.
- 2) Rural Grassprotecta overflow car park next to Darent car park.
- 3) Revised parking charges/restrictions including 15 minutes 'pop n shop' time in the town centre and time restrictions in Croydon Rd and Fullers Hill extended to 3 hours.
- 4) Parking permits price and flexibility changes.
- 5) Improved signage and lighting.
- 6) Better targeted and customer satisfaction focused enforcement.
- 7) Improved maintenance of the path twix Darent car park and the town.
- 8) New sites for car park spaces.
- 9) Planning permission issues.
- 10) Park and Ride initiative.

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2.0 Existing Parking Facilities



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2.1 Car Park spaces, restrictions and charges.

Westerham has 3 car parks run by SDC with 145 bays including 8 disabled bays:

Darent	97
Quebec Av	35
Vicarage Hill	13

Total **145**

Current Car Park parking charges for The Darent and Quebec Av:-

Monday to Saturday 8.30-18.30

£0.20	30 mins
£0.40	1 hour
£0.60	2 hours
£1.00	4 hours
£2.90	All day

Vicarage Hill:-

Monday to Saturday 8.30-18.30

£0.10	30 mins
£0.50	1 hour
£1.00	2 hour.

Max stay 2 hours. No return within 2 hours

Although these charges are cheaper than those in Sevenoaks town centre, the SDC car parks in Eynsford, Shoreham and Kemsing **are free**. Swanley has similar rates except on Saturday when parking is free.

There is **free town centre parking** for at least 3 hours in most neighbouring towns including Edenbridge, Oxted, Warlingham and Caterham on the Hill. (See Appendix B).

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2.2 Current On Street Parking - spaces, restrictions, charges

Westerham has about 96 on street parking spaces (including 3 disabled bays): -

Fullers Hill	10
Market Square	22
Croydon Rd	30
The Grange	15
The Green	19
Total	96

Parking charges as follows: -

Monday to Saturday 8.30-18.30

£0.20	30 mins
£0.50	1 hour
£1.00	2 hour.

No return within 1 hour.

There are 49 permit holders in Market Square, Croydon Road and The Grange. Permit holders on The Green number 14.

Time restrictions in other local town centres vary from ½ hour to 2 hours, but on street parking areas in Edenbridge, Oxted, Warlingham, Biggin Hill and Woldingham are all free. See Appendix B.

2.3 Parking Permits

2.3.1 Residents Parking Permits

SDC issue Residents Permits for the Darent, Quebec Av, Vicarage Hill and The Green.

Understandably these need to be particularly carefully restricted in the areas where parking spaces are severely limited and the general population needs access to parking to sustain local shops and businesses, eg The Green and Vicarage Hill. SDC charges £35 for first cars.

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Comparison of parking spaces and permits issued

		Number of spaces	Number permits	Effective no. Visitor spaces	% spaces left for visitors
The Green		19	14	5	26%
Croydon Rd	30				
The Grange	15				
Market Sq	20				
		65	49	16	25%
Fullers Hill		9	6	3	33%
All On Street Parking		93	69	24	26%
Vicarage Hill		12	5	7	58%
All Town Centre spaces		105	74	31	30%
<i>Plus out of town spaces</i>					
Quebec Avenue		32	20	12	37%
The Darent Car Park		93	25	68	73%

2.3.2 Car Park Season Tickets

SDC offer an annual season ticket for The Darent car park for £50pa or £12.50pq. This seems to be a very reasonable ticket, designed to provide affordable parking for shop/office staff and it seems to be grossly underused.

Discussions are due to be held to promote this ticket and encourage more cars out of the town centre.

2.4 Motor cycles/Coaches /Cycles

2.4.1 Motor Cycles

Westerham has a designated motorcycle area in the Darent car park and there are plans also for another at Fullers Hill.

2.4.2 Coaches

There are 3 bays in the Darent car park for coaches and buses. One is in regular use by the local buses.

2.4.3 Cycles

Westerham has a cycle rack for parking bikes on the Green.

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2.5 Parking Provisions for the Disabled

There are currently 11 parking bays reserved for those that are registered disabled. The Darent has 4, Market Square 2, Quebec Avenue 3, Fullers Hill 1 and Vicarage Hill 1. The ones in Market Sq and Fullers Hill are in regular use. However cars without badges sometimes misuse those in Market Square. This can mean that occasionally parkers with valid badges may have problems parking there. The bays in The Darent and Quebec Avenue are rarely used.

3.0 Usage Survey

Over the period 11th September to 20th October, records were made of all available parking spaces throughout the town (Appendix C). Although the report does not claim to be statistically robust (e.g. the times were not randomly drawn), it is an honest representation and does highlight in detail the problems faced by the town. The results are summarized as follows:

Market Square

Market Square is in the centre of Westerham and offers 20 parking spaces (+2 disabled bays). The survey shows that, during the main part of the day, there is rarely more than one space available and more often than not it is full. Cars are often seen waiting along the edge and in the unloading bay. There is evidence too that, in this area in particular, a few individuals regularly flout parking restrictions. The disabled bays here are well used.

The Grange (opposite Co-Op):

This is a popular parking area close to the town centre where there are retail, restaurant and business outlets. At full capacity there are probably 15 spaces but bad parking can make it much less and sometimes spaces are suitable only for smaller cars and confident parkers. The usage survey has recorded no times when there have been more than 3 available spaces in the main part of the day and usually one or less.

Croydon Road:

This area has about 30 spaces. The nearest spaces are 50 meters walk from the Grange and 100 meters from Market Square.

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The usage survey shows that Croydon Road often has spaces when the rest of the town centre's parking is at capacity and the survey has yet to record it full. Its lack of popularity may be because: -

- It is further from the centre.
- More than half of the spaces are on the narrow service road (but large empty spaces have been regularly recorded)
- Passing traffic is unaware of the spaces (inadequate signage?)

Fullers Hill:

The Fullers Hill car park is treated by SDC as 'on road parking'. It is a popular car park with 9 spaces, a disabled bay (regularly used) and an unloading bay. The usage survey shows that it is often full and rarely has more than 2 spaces free during normal shopping hours. There are 6 permit holders.

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The Darent Car Park:

This car park has 93 spaces, 3 disabled bays, an area for motorcycles and 3 coaches. The parking bays are not well delineated and it does not run at 100% efficiency. The car park is on the edge of town and access to the centre is either by footpath through the churchyard and the Green or along the A25.

The survey suggests that the Darent has spare capacity most of the time **except Saturdays and Sundays and/or when there is an event in the Town**. Then the car park cannot cope with the demand and cars park in the bus/coach bays, on the verges and in the access road. The Darent Car Park has 25 permits.

This is the Darent car park on Sunday 14 April 2013, a typical weekend.



*The vehicles in the picture **were parked** and the drivers have walked away.*

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First published November 2013

These photos were taken looking back up the ramp at the entrance to Darent Car Park on the same day. In desperation, people were parking either side of the ramp.



Westerham Parking and Amenities Policy Document

First published November 2013

The motorcycle area and disabled bays in the Darent Car park are rarely used even when the car park is overflowing. Photo taken on the same day 14/04/2013



Use of Season / Non- resident Tickets in Darent Car Park

SDC have issued only a few season tickets. They are available to everyone and cost £50pa (£12.50pq). At 21 pence per day for a normal working year, this should be a popular ticket. Its lack of appeal may be because:

- It is a few minutes' walk up hill to the town centre.
- Parkers are unaware of the offer (poorly advertised).

Westerham Parking and Amenities Policy Document

First published November 2013

Vicarage Hill Car Park:

This car park is opposite the Green and close to Water Lane, which accesses Squerryes Estate for walkers. It has 13 spaces, which are well used. The survey found that usage can be variable, but often doesn't have much more than 1 space free during normal shopping hours. There are 5 permit holders.

Quebec Avenue Car Park:

This car park is in front of Westerham Hall and has 32 spaces plus 3 disabled bays. The survey has rarely found it at full capacity except when there are events at the hall when it's full and parkers have to search around the neighbouring residential area and the King George's Field Car Park. Disabled bays are rarely used. Permit holders number 20.

4.0 Parking Enforcement Policy

The Westerham Town Partnership has consulted a number of residents, business owners and tourists within the town as to the enforcement of parking restrictions.

We note that Westerham accounts for 24% of the total number of on street parking fines in the whole Sevenoaks District (SDC Annual Parking Report 2011/12).

Parking availability in the town is dire and we believe this is the main driver of parking offences. We welcome good enforcement of parking restrictions but the disproportionately high fines revenue from an otherwise law abiding town, signals a huge underlying problem.

Obviously the first way to tackle this is to look at the inadequate provision of spaces themselves, which is done elsewhere in this document. Supporting this, though, participants in the survey would like to address the methods of enforcement.

On the one hand, we can cite several cases of visitors who have overrun their permitted parking time by a few minutes and have been so put off by the parking officer's manner that they have resolved never to return. On the other hand, we have a few offenders that repeatedly and regularly flout the restrictions, block town centre spaces for hours and seem unrepentant. We need SDC officers to be able to distinguish between these two types of offender and be allowed to deal with them differently. We need SDC officers to be part of the solution to our problems.

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On a practical level, we would like them to carry on effectively policing the parking zones but to be trained to promote a constructive customer service attitude. This would need a change of emphasis to pursue a helpful and friendly approach. Specifically, we recommend they:-

- Have and use the discretion to waive up to, say, 5/10 minutes over the allotted restricted time for inadvertent offenders .
- Have and use the discretion to allow a few minutes grace time for unloading where no harm is being done.
- If possible, have a history of past offenders' number plates and target those that repeatedly flout the restrictions.
- Have a sympathetic understanding to the background problem. We suffer from a poor parking reputation here and we would like your officers to help address that problem and limit the real commercial damage it causes.
- Have knowledge of all parking spaces in the town and offer helpful advice where they can.
- It would also be particularly helpful if repeat offending could be firmly addressed at the administrative and legal level to stop the corrosive effect on other users as well as the blocking of parking spaces.

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5.0 Charges & Fines Income

Extract from SDC's Annual Parking Report 2011/12 :-

Net Parking Income :	2011/12					
	Sevenoaks District			Westerham		
	Parking Spaces	Net Income (ex PCNs)	No of PCNs	PCN income	Parking Spaces	Fines (PCNs)
On Street Parking	531	£142266	4528	£133745	96	1093
Car Parks	1910	£1406677	5871	£147684	145	298
Total	2441	£1548943	10399	£281429	241	1391

The above table highlights the disproportional contribution that Westerham fines appear to have been making to the District's net income. Westerham has 18% of the district's 'on street' parking spaces and incurs 24% of the total 'on street' parking fines – presumably accounting for more than £24,000 in fine revenue. As a ratio to head of population, (who suffer the consequences) fines revenue is completely imbalanced.

When charges are included (assuming similar usage/charges across the district), total 'on street' income earned in Westerham are estimated at more than about £70,000. Our additional contribution to car park fees is estimated at £41,000. We believe that it is time for a lot of this revenue to be reinvested into schemes to alleviate Westerham's chronic parking problem.

6.0 Signage

It is clear from the demand survey (Appendix C) that some parkers are unaware of all the public parking areas in Westerham.

It would be useful to have a map on all the ticket machines in the town centre showing other parking zones and highlighting ample free weekday parking in the Darent.

The route from the Darent to the town via the churchyard and the A25 needs to be better signed and lit.

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7.0 Future Additional Demands -Town Developments

National Trust (Quebec House):

The NT has invested heavily in Quebec House and set a target of 23,000 visitors in 2014, and heavy advertising will support this. This target is an increase of 5000 (27%) on 2013. Bearing in mind that we are not on a train line or a particularly frequent bus service (one every hour from Sevenoaks and one every 75 minutes from the Oxted direction), the majority of visitors will arrive by car. The NT has already had complaints that there is limited parking available over weekends (Quebec House is open every weekend). Indeed Quebec House records repeatedly showed falls in attendance on Saturdays when St Mary's had a wedding –more evidence of the inadequate weekend parking facilities. No doubt, if Quebec House lost revenue, so did many of the town's traders. See Appendix A.

King George's Playing Fields:

A Sport England grant enabled the building of 2 new junior football pitches but no consideration seems to have been given to the parking of the extra cars for the additional teams of players, referees and spectators. The WSA car park is inadequate and The Darent is already literally full to overflowing on Sundays during the season.

Office Demand:

On average during the recession, to 2013, 20% of the town's office space has been vacant. Although these offices have some parking, there is no allowance for any visitors to the offices. When they are let as the economy recovers, they and their visitors would place a greater strain on our already stretched parking resources.

We expect to have a 100% occupancy of the retail outlets, many of which have no onsite parking which results in them using spaces in the town for staff/visitor parking.

School site (London Road):

Although the school site on London Road has been re-designated for housing, from a nursing home, the site itself has not been sold. The permission on the site is for 30 houses, so we would expect these to be families and use Westerham as their local shopping and eating area. They will also have visitors who would also require additional parking.

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Fairway Copse (Ward Homes Development):

12 houses have been built on this site and the families can be expected to come and use Westerham's shops and restaurants. Brasted does not have a supermarket and its only food establishment is a gastro pub.

Fountain Park (Golf Course Houses):

The families of 5 new houses join our resident numbers.

Charman's Farm (Beggars Lane):

Henry Warde (Squerryes Estate) is putting forward an application to open a farm shop, develop a Winery, and also transfer the Westerham Brewery to this site. It is to be expected that this would increase the number of visitors to Westerham and the site may be linked to the town by a 'Park and Ride' scheme. It is envisaged that there will be parking on site.

When factoring in the additional pressures from the above developments, it is clear that Westerham's limited parking facilities will be further strained. The Darent Car Park is already woefully inadequate on Sundays and a huge increase in cars related to Quebec House and the two new playing fields will be particularly damaging. These cars will arrive early and substantially reduce space for other users – particularly the tourists and shoppers on whom the towns' traders depend.

8.0 Parker's Demand Survey

Still on-going. The preliminary findings support all our recommendations. The questionnaire (Appendix D) is being answered by regular visitors only.

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9.0 Park & Ride Initiative with National Trust and Squerryes Estate

This is a proposal for a trial of a park and ride system from the yard on Charman's Farm to the centre of town, to Quebec House and to Chartwell.

Timing of Charman's Development

Dec 2013 Planning application for Farm Shop, Winery & Brewery

Easter 2014 - Park and Ride with a double decker bus to trial over the Easter Period – to be funded by NT.

2014 building work carried out, Farm Shop opens Xmas 2014

Easter 2015 Park & Ride starts on trial basis as follows:

Site: Charman's Yard (which holds about 50 cars, already suitable surface) for a trial period of the summer.

Demand: from tourists and town office workers

Costings:

Item	Est. Cost	Source
Westerham (branded as we wish) 17-seater bus provided by Westerham Cars and rented on a daily basis for £230, say 28 days = say £6,500	£6,500	Squerryes' current proposal is Squerryes 25%, NT 37.5% Town (Partners: Retailers/TC and TP?) 37.5%. Sevenoaks got a grant from Mary Portas for 100% of trial bus running costs) Offset by ticket charge.
Charman's Yard	nil	No cost for parking in the yard (need to put in place a system to avoid long termers)
Bus Stops	£400	?
External Bus branding	£500	? Offset by internal advertising

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Leaflets & Posters, Signage	£500	?
External Advertising	?	NT/Squerryes/WTP

Running times: On a continuous day loop on summer weekends, and holidays

Morning & evening commuter bus (or two) on weekdays 8.45am and 5.30pm throughout year

Charge £2? for a whole day tourist ticket ...commuter bus?

Longer Term

Potential to expand into field behind the yard that backs onto the M25 but this would need planning permission and is not necessary for the Trial. Cost unknown of preparing surface (looks fine this evening but there are ruts in the ground) but Squerryes willing to provide levelling tractor and hard-core entrance.

(Extract from WTP minutes, July 2013)

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10.0 Proposals

Proposal 1: Free Parking in the Darent Car Park (up to 3 hours)

Parking in Westerham is limited and in constant demand by a huge number of users. It is imperative however to ensure that those wishing to park and spend have a good chance of finding a space in the town centre. It is on them that the survival of our shops and businesses depend. In order to free up the centre of town, we must encourage as many cars as possible to park into the only car park we have with good weekday capacity- The Darent. It is only a 5-minute walk from the heart of Westerham and is particularly suitable for medium stay shoppers, office/shop staff, tourists etc. It is clear that all the towns and villages around us have benefitted from free town centre car parks. For us not to follow this route would risk losing valued shops and crippling the town's future. We propose that parking charges be amended to give an initial three hour 'free but ticketed' parking in the Darent Car Park.

Proposal 2: Grassprotecta overflow car park next to the Darent Car Park.

If the other proposals are accepted and successful, we would expect the Darent to see higher weekday use and, in the future, approach weekday full capacity. Sundays are already at capacity with regular use of verges and the access road itself - and that is before the effect of the extra football pitches and the National Trust's promotion of Quebec House. We would not want to permanently scar Green Belt land and the beautiful approach to the town, but believe that a modest overflow car park using Grassprotecta would be a sensible solution to the difficult predicament we have been placed in.

Squerryes Estate has offered the field to the East of the Darent Car park as an overflow. Companies offering Grassprotecta are preparing quotes and a meeting with landscape architects is scheduled. It is hoped that an Entrust Grant would fund this project. Some of the disproportionate SDC fines revenue to be reinvested into this scheme.

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Proposed site next to Darent car park with possible area marked with tape:-



Example of a Grassprotecta car park from their brochure:-



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Proposal 3: Revised Parking Charges/restrictions

We believe our proposed charges (or a version of them, tailored after sight of SDC ticket data), would yield at least as high an increase in income as that proposed by SDC. Critically, however, it would do so in such a way as to be attractive to residents, promote Westerham's economy and thereby help to secure the town's future.

	Current	SDC proposal	WTP proposal
Darent			
15 mins			0.00
30 mins	0.20	0.30	0.00
1 hour	0.40	0.50	0.00
2 hours	0.60	0.70	0.00
3 hours		1.20	0.00
4 hours	1.00	1.20	1.20
All day	2.90	3.10	3.10
Quebec Av			
15 mins			0.00
30 mins	0.20	0.30	0.20
1 hour	0.40	0.50	0.50
2 hours	0.60	0.70	0.70
4 hours	1.00	1.20	1.20
All day	2.90	3.10	3.10
Vicarage Hill max 2 hours			
15 mins			0.00
30 mins	0.10	0.20	0.20
1 hour	0.50	0.60	0.60
2 hours	1.00	1.10	1.50
Fullers Hill max 3 hours			
15 mins			0.00
30 mins	0.20	0.20	0.20
1 hour	0.50	0.60	0.60
2 hours	1.00	1.10	1.50
3 hours			2.50
The Green, The Grange and Market Square			

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max 2 hours 8am – 6pm				
	Current	SDC	WTP	
15 mins			0.00	
30 mins	0.20	0.20	0.20	
1 hour	0.50	0.60	0.60	
2 hours	1.00	1.10	1.50	
Croydon Rd On Street Parking max 3 hours				
15 mins			0.00	
30 mins	0.20	0.20	0.20	
1 hour	0.50	0.60	0.60	
2 hours	1.00	1.10	1.50	
3 hours			2.50	

In order to encourage passers-by to stop in Westerham for quick purchases and services that they may otherwise do elsewhere, we would like to see an initial short free parking period – say, 15/20 minutes. The time could still be ticketed to aid enforcement and avoid abuse. We hope this would give a boost to our smaller retailers who depend on high volumes of smaller spends.

See Appendix F.

To encourage medium stay shoppers to park elsewhere, charges for stays over an hour could rise significantly.

We have had requests from retailers for both shorter and longer parking restrictions, which serves to illustrate the pressures that our traders are under. We hope that the shorter stay lobby may benefit from the above.

We have also had requests from some retailers for longer time restrictions to encourage “browsing and eating”. The proposals below provide 39 spaces within walking distance of the centre for up to 3 hours.

We do not have access to sufficient facilities to compute the exact financial effect of our proposals. We do however have alternative proposals should the above be financially difficult.

We note that SDC’s proposed 13% increase in Westerham’s Car Park tariff income is considerably higher than the advertised 3.5% sought. Whilst this may be an averaging exercise, coupled with the disproportionate fines revenue, it seems that Westerham is contributing more than its share. Our own proposals may predict an even-higher-than 13% increase in revenue: should they be accepted, this additional surplus must be directed towards the costs of our expansion plans.

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Proposal 4 : Parking permits

The table in 2.3.1 above shows resident's permits issued as a proportion of the available spaces. **There are only 105 parking spaces in the town itself and against these spaces, 74 permits have been issued.** It seems therefore, that up to 70% of all available spaces could be used for extended periods by immediate residents and only 30% secured for all Westerham's other residents, shoppers and visitors. Obviously many permit holders will vacate their spaces for parts of the day but others could work in Westerham or be retired and their cars could effectively block these valuable spaces most of the time. In large numbers this is a problem.

There may, however, be some measures, which could be taken to restore a balance between the interests of immediate residents and the rest of the community:

- 1) Introduce two tier permits: permanent and off-peak (valid 6pm – 9am).
- 2) Gradually increase permanent permit prices significantly in the most critical areas (The Grange, The Green and Market Square).
- 3) Second permits should be avoided but if necessary they should be for the Darent Car Park only.
- 4) More rigorous application process in the granting of permits generally.
- 5) Any Resident's permit should be valid in their zone **and** the Darent Car park.
- 6) Croydon Rd and The Grange Permits to be valid in the Croydon Road (and Darent) only.

Proposal 5: Improved signage and lighting

It is clear from the demand survey that some parkers are unaware of all the public parking areas in Westerham. It would be useful to have stickers on the entire town centre ticket machines highlighting ample free parking in the Darent Car Park, the availability of season tickets and cheaper parking in Croydon Rd and Vicarage Hill Car Park. The route from the Darent to the town via the churchyard and the A25 could be better signed and lit.

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Proposal 6: Better targeted and customer satisfaction focused enforcement.

We would like to harness the powers of the enforcement officers to help solve our parking problems - policing with discretion and constructive advice is the more productive approach. See Section 4 and Appendix F.

It would also be particularly helpful if repeat offending could be firmly addressed at the administrative and legal level to stop the corrosive effect on other users as well as the blocking of parking spaces.

Proposal 7: Improved maintenance of the path twixt Darent car park and town.

If we are to persuade a significant number of drivers to park in the Darent, we need to consider if there is anything we can do to make the walk to the town more user friendly. We have, in the past, had complaints of flooding, lighting and accidents on slippery leaves. We should address any such issues.

Proposal 8: New sites

We are constantly searching for spare pockets of land that may be used for public parking.

Westerham Town Council is in discussion with the owners of Pitts Cottage Car Park to see if there is availability for public parking.

There is also a car park off King George's Field and adjacent to the Bowling Club car park. The Westerham Town Council is considering applying to extend spaces for use by the Sports Clubs only.

Proposal 9: Planning Permission Issues

It is absolutely critical that SDC Planning Policy considers the effect on public parking when granting planning permission in the very centre of Westerham. Allocation of more-than-adequate on site parking spaces should be required. Garages and 'one car in front of another' facilities will inevitably result in residents, their guests and second car users opting for handier public car spaces – especially in the evenings and Sundays – adding to the general pressure of central town parking.

Proposal 10: Explore the "Park and Ride" initiative – Joint venture with NT and Squerryes Estate (see Section 9)

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11.0 Conclusions

The serious issue of attracting paying visitors and shoppers to our town needs to be addressed. There is a real threat that Westerham's range of shops and businesses will not be able to survive in the future unless adequate parking is available for their customers.

All our residents as well as shops, businesses and tourists share the benefits of a thriving town centre.

We believe the above proposals are financially sound, and should be adopted as soon as possible.

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Appendix A

Letter of concern from Z Colbeck of The National Trust :

The National Trust and Westerham town have a very important relationship. The Town is the location of two of the National Trusts special places in Kent.

Firstly, Quebec House which is the charming childhood home of the 18th century famous General, General Wolfe. Wolfe was the leader of the Battle of Quebec winning this part of North America for the British against the French. The site offers an insight into life in the 18th Century and this remarkable man and his family. Visitors can also enjoy the garden and obtain a cup of tea from the coach house. Visitor numbers are normally around 20,000 per annum which is good for a historic house of this size, with links to the 18th century. However in 2013 despite all the other national Trust properties in this geographical region beating their visitor number targets by at least 6% Quebec is languishing 11% behind.

One of the key barriers is the lack of parking in Westerham which makes it difficult for visitors to access the house as there is nowhere to park. Parking needs to be improved and increased in Westerham to enable us to share this important part of our local history and enable visitors to enjoy this special place.

Visitors are crucial to the sustainability of the operation and paying for the up keep of Quebec house and garden.

Secondly we have Chartwell – family home of Sir Winston Churchill. This is one of the most visited properties in the National Trust and it receives about 200,000 visitors annually. The National Trust is broadening the offer at Chartwell to encourage visitors to explore the wider estate and woodlands and encourage them to come back and see the wonderful gardens throughout the year. The National Trust wants to increase visitor numbers by 20% by 2020. At Chartwell we have limited space for facilities and at times the queue for the restaurant is often over 45 minutes. Visitors often leave saying they are going to look to get something to eat in Westerham. Their second choice is then not possible due to parking difficulties and lack of capacity in Westerham meaning that Westerham loses out due to the lack of parking.

The relationship is also an important one for our staff and volunteers – totalling over 300 people who mostly all drive through Westerham on their way to Chartwell. Due to the parking issues in Westerham, very few use the local amenities as it is so hard to park and if you want to pop in for something the ticketing system doesn't encourage this.

Ms Z Colbeck 2/10/13

File note: Dec 2012

Ms Colbeck's predecessor repeatedly mentioned the recorded fall in attendance at Quebec House on Saturdays when St Mary's has a wedding –more evidence of the inadequate parking.

No doubt, if Quebec House lost revenue, so did many of our traders.

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Appendix B

Street parking charges in other towns

Sevenoaks:

Same rates and 2 hr restriction in town centre ie London Rd, South park, High St. Other roads have extended times and all day parking (The Vine, St Botolphs North, Holly Bush...)

Oxted:

Stay restricted to 1 hour . No return within 1 hour. Free

Edenbridge:

Stay restricted to 1 hour(2 hrs north end of High St). . No return within 1 hour. Free

Warlingham:

Stay restricted to 1 hour . No return within 1 hour. Free .

Woldingham:

Stay restricted to 2 hours . No return within 2 hours. Free .

Biggin Hill:

Stay restricted to 30 minutes. Free

Car park parking charges in other towns

Sevenoaks:

All town centre car parks are considerably more expensive than Westerham. St James Rd , St Johns Hill is the same as Westerham.

Oxted:

Ellice Rd car park is free but stay limited to 4 hours - no return within 3 hours.

Caterham on the Hill :

First 3 hours free – no return within 3 hours.

Edenbridge:

Croft Close town centre car park free.

Warlingham:

Warlingham Green car park is free but stay limited to 3 hours -no return within 2 hours.

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Appendix C

Usage of parking spaces in Westerham:

See document online at

<http://www.visitwesterham.org.uk/images/documents/DarentCPsurvey2.2013-4.2014.pdf>

Appendix D

Demand Survey Questionnaire – [to follow](#)

Appendix E

Westerham Health check April 2010 – Review findings at

http://www.visitwesterham.org.uk/images/documents/Healthcheck/Westerham_Report_v10.pdf

Appendix F

Shropshire Council Parking Policy

A) 15 minute free parking

In line with MP Eric Pickles' call for all local authorities to offer motorists free short term parking, Shropshire Council have made the following media announcement:-

Drivers will be given 15 minutes' free parking in an effort to boost high street trade, under new plans being introduced by Shropshire Council.

The council is introducing a 'grace period' of 15 minutes for designated pay and display bays at all council-owned surface car parks and on-street parking bays, meaning people would not need to buy a ticket if they were only parking for 15 minutes.

Council leader, Keith Barrow, said the aim was to make it easier for drivers to visit their local town centre without being put off by parking charges.

He said:

“High streets up and down the country are under pressure and car parking charges have been a bone of contention for some time now. As a council we are determined to do everything we can to encourage people to visit town centres

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and use their local shops.

“By giving a grace period of 15 minutes, I hope we will make it easier for those people who just want to pop into town for a short time to run an errand or visit a particular shop.”

From Monday 20 May 2013, the grace period will apply to designated pay and display car parking bays at all council-owned surface car parks across the county (apart from those which already have a free period of parking), and on-street pay and display parking bays.

Councillor Barrow said the decision had been taken following discussions with all of the MPs in the Shropshire Council area, Owen Paterson, Daniel Kawczynski, Philip Dunne and Mark Pritchard.

Owen Paterson, MP for North Shropshire, said:

“I am delighted that these new parking rules are being implemented. This will make it much easier for local people to ‘pop in’ and use their local shops. I hope that my constituents will take full advantage of 15 minutes free parking to support local retailers.”

B) Extract from Shropshire CC Parking Service Customer Charter

The following text is taken from

www.shropshire.gov.uk/media/170678/customer-charter-and-procedures.pdf

Shropshire Parking Service is committed to offering the best possible service to its customers. The following are our commitments:

Helpful

- ◆ Our Parking Civil Enforcement Officers (CEOs) will give advice on parking provision and how to park safely and within any applicable parking restrictions.
- ◆ All parking staff will address customers with respect and courtesy at all times and will expect to be treated by them in the same way.

Fair

- ◆ We will enforce the parking restrictions in a consistent and fair manner and will encourage considerate parking.
- ◆ We will use photographs of all parking offences to ensure that Penalty Charge Notices (PCNs) have been correctly issued by Parking CEO's and to assist in subsequent challenges.
- ◆ We aim to monitor and arrange to replace any incorrect signs or lines on the road or in car parks to avoid confusing drivers.

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Excellent

- ◆ We will fully investigate and consider all correspondence regarding a PCN issue.
- ◆ We will reply clearly and provide full information as to how and why we have reached a decision.
- ◆ We will reply to all correspondence within 10 working days of receipt.
- ◆ We aim to improve on-line access to the parking services for customers.
- ◆ We will promote safe and considerate parking through the provision of information on our website and through the media.

The above text is a quote from the Shropshire Council Customer Charter
www.shropshire.gov.uk/media/170678/customer-charter-and-procedures.pdf

From: [Kevin Maskell](#)
To: [CIL Mailbox](#)
Cc: [Town.Council, Westerham](#)
Subject: Westerham Town Council CIL Bid Application District Councillor Support E Mail- Car Park Development
Date: 30 September 2019 11:05:54

CIL Bid Assessment Officers

This e-mail is to confirm my full support for the above Westerham Town Council's CIL bid posted today the 30th September 2019.

Kind regards

Kevin

CLlr Maskell,
District Councillor, Westerham and Crockham Hill

Sent from [Mail](#) for Windows 10

From: [Councillor Ogden](#)
To: [CIL Mailbox](#)
Cc: [Town.Council, Westerham](#)
Subject: Westerham Parking Project
Date: 30 September 2019 14:14:09

This is to confirm that Westerham Town Council fully supports and indeed has driven the parking scheme described in this application. Its inception, need, planning and consultation are exactly as set out in the application.

Helen Ogden

Helen Ogden
Chairman, Westerham Town Council

From: [Info Westerham](#)
To: [CIL Mailbox](#)
Cc: [Jane Hunter](#)
Subject: CIL funding bid..
Date: 30 September 2019 12:36:57

To whom it may concern

Westerham Town Partnership fully supports the Westerham Town Council Parking Project in all areas outlined in their application.

The Town Partnership also seeks better management of the Darent overflow car park by SDC during the winter months when it is most needed for young footballers' families and friends. The Grassprotecta surface installed was chosen specifically for its all-weather usage in a free draining area which the overflow car park most certainly is. For some reason this now remains closed all winter, and particularly when conditions are dry, and it seems that with better management, much better use could be made of this costly investment.

Appropriate warning notification would likely work fine. The whole idea of Grassprotecta is that it drains and remains a stable, firm surface on which to park. The Town Partnership has checked the surface, which is based on sand, on several occasions during persistent wet weather and have never seen those areas boggy or waterlogged. Simply not using the carpark for whatever reason is not efficient use of the desperately needed space or investment. Closure impacts the town's economy especially during the football season. We request that efforts are made to identify the reasons behind winter closure, and that steps are taken to improve the management of the space such that the overflow can remain open year round.

We would draw the Council's attention to WTP's parking report
<http://www.visitwesterham.org.uk/wp-content/uploads/2012/02/Parking-Amenities-Policy-Doc-3-6-14.pdf>

Thank you,

Bill Curtis, for Westerham Town Partnership